

VOL. 8, No. 4

PUBLISHED BY THE LAGO OIL & TRANSPORT CO., LTD.

MARCH 21, 1947

A RUBA ESSO NEWS

UNDERGROUND

his family, and his home. Not so long ago, though, he had a fourth big concern that often rated as No. 1 in his attention. He was an active member of the Dutch Underground forces, and the stories he tells give a fascinating picture of how the Underground carried on its dangerous and important work.

Mijnheer Veenendaal was at first reluctant to tell about his experiences for publication in the **Esso News**. He is extremely modest about the anti-Nazi work he did; he consented to the publicity only if it would be made plain that the story is not really about him, but only about one little cog in the big Underground machine, and he happens to be the cog whose story the **Esso News** can tell. So while this is his story, it is only typical of what hundreds of others were doing all over Holland.

As a policeman in the village of Lunteren, Aart Veenendaal was in a good position to be an extra valuable member of the Underground. His job gave him more freedom in moving around than the average citizen had, he could legally be out of doors after curfew, and he sometimes had useful information that the average farmer or shopkeeper couldn't get. He was part of an Underground group of 30 men in and near Lunteren, and he used his special privileges for all they were worth to harass the Germans. (Out of the 30 in the group, eight were caught and shot for their activities, and Veenendaal himself missed the same fate by a hair's-breadth.) Like every member of the Underground, he played hide-and-seek with the firing squad continually.

For some weeks he kept in his house British fliers who had been shot down in the district, and then helped pass them along via the Underground to reach England. (He keeps the letters of gratitude he received from the parents and wives of these men.) At one time he had a wounded flier in the house, hidden in a specially-made cubbyhole between the ceiling and the roof. Police became suspicious when the doctor called every day, so the Veenendaals put a bandage around the neck of their three-year old daughter and called it diphtheria, and the doctor put a sign on the door saying there was a contagious disease in the house.

In mid-1943 a camp was set up near Lunteren for training Dutch quislings to serve as police for the Germans. The Underground group got word to England of its location, and one Sunday morning soon afterward it was burned and bombed to destruction.

During the bombing, an American fighter plane pilot named Robert Greene was shot down, and several quislings seen to rob the body of revolver, watch, and jewelry. Later Veenendaal retrieved the man's "dog tags" and identification papers. The people of Lunteren took the body to the village and made a fine oak casket, though their own dead, because of the wood shortage, were being buried without caskets. They also made a cross, with his name and number on it. They heaped flowers on the casket, and everyone in the village went to the funeral, with the minister conducting the service. All this, of course, as a gesture of defiance and showing where their sympathies lay, was at the serious risk of reprisals by the Germans. They even had a photographer hidden in a tree taking pictures of the proceedings.

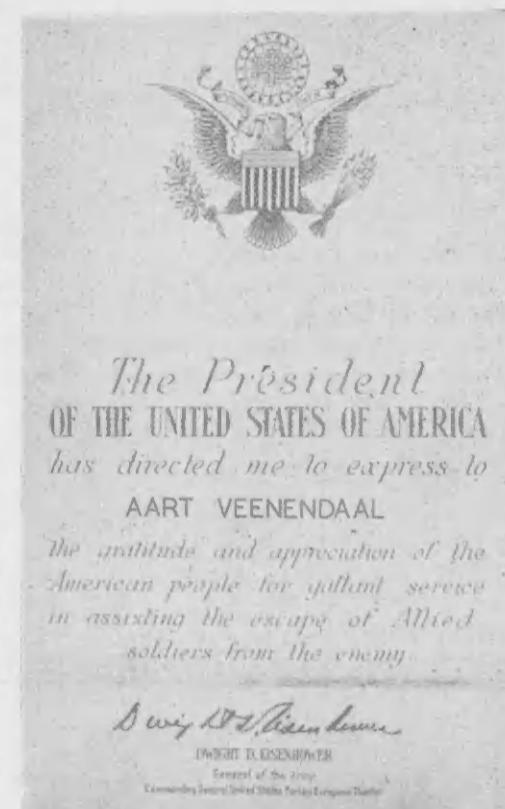
After the Liberation they gave the pictures and the flier's name and number to an American Grave Survey party. Veenendaal was able to identify the quislings who had robbed the body, and these men were made to dig it up and transport it to a military cemetery some distance away for reburial.

During one period of the war a British Army captain lived in Lunteren for nearly a year, hiding out with his radio sending set in various houses in the village. To members of the resistance group he gave tiny two-inch square maps of the district broken up into num-

Aart Veenendaal of the Civil Police has three main interests now: traffic, his family, and his home.

that often rated as No. 1 in his attention. He was an active member of the Dutch Underground forces, and the stories he tells give a fascinating picture of how the Underground carried on its dangerous and important work.

Among his souvenirs of the war Aart Veenendaal has certificates of appreciation signed by General Eisenhower (below), Prins Bernhard, and British Air Marshal Tedder. He points out that every member of his Underground group was recognized in this way, and some received gold medals.



Pitch in Cans -- Maybe

Aruba's pitch, that big pile of black stuff on the north shore, may some day come back to you in a can of tomatoes or a can of beer, if a recent patent works out.

Many tons of the pitch have been sent for experimental purposes to the United States, where it is called "Aruba resin". Among other potential uses for it have been such greatly different items as battery boxes and printers' ink.

Probably the most unique use so far is found in U.S. Patent 2,413,093, assigned to the Crown Cork & Seal Co. It reads:

"A metal container has a lining in the form of a continuous film comprising a major portion of film-forming resinous varnish having Aruba resin incorporated therein, with or without the addition of wax. The use of an Aruba resin melting between 300 and 400 degrees Fahrenheit is claimed specifically. The Aruba resin is a natural black bituminous resin marketed under the name Vanadiset Resin".

That funny taste in your 1949 can of prunes will be the pitch pile!

Completion of HBF Houses Delayed by U.S. Shortages

The 67 houses being built by the Home Building Foundation north of the Sport Park are near completion, but will be delayed for a number of months yet because essential materials are slow in coming from the U.S.A.

Hardware and plumbing fixtures are almost impossible to secure in the worldwide shortage of building supplies, and it will not be possible to finish the houses until these and other critical materials are received.

All of the houses are already spoken for, by Lagoites on the HBF's waiting list, and will be disposed of by outright sale when completed.

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Cambio den Regulacionnan

Como resultado di discussionnan cu Comité Consultativo di Empleadonan diferente cambio den regulacionnan a drenta den rigor luna pasá, cual cambian ta di beneficio pa empleadonan.

Bicicletan por pasa den refineria, pa di promé bez atrobe desde promé dianan di refineria. Restriccionan pa Seguridad ta cu nan no por corre ni cruza riba caminda grandi di refineria, y cu nan no por drenta ni sali pa Main Gate of Marine Gate bieuw (Gate No. 2).

E custumber di rista tur vehiculonan cu pasahero na salida door di gatenan a stop, y awor lo tin solamente chekmento ocasional. (Pa saka pakinan for di refineria mester di pas, manera custumber.)

Un otro cambio ta pitamento cuarto pa 7 mainta y cuarto pa 1 merdia, pa spierta empleadonan, na e oranan cu mayoria di nan mester bai nan trabao.

Asst. Safety Supervisor Attends States Meetings

Jan Beaujon, assistant supervisor of the Safety Division, left March 21 as Lago representative at meetings of Safety engineers and supervisors at Bayway, New Jersey, and Chicago, Illinois.

From March 24 to 27 he will attend conference sessions of the General Safety Committee of Standard Oil Co. of New Jersey. In these meetings Safety men from all the units of the Company pool their Safety experiences and knowledge, to the benefit of the whole organization. Each participating unit proposes items they want discussed. Among topics Mr. Beaujon is adding to the program are the design of inclined ladders, toe-boards on tubular scaffolds, safety belt regulations, and methods of determining causes of accidents, so they can better be prevented.

Following these meetings he goes to Chicago for a full week conference sponsored by the National Safety Council. Here Safety men from all over the U.S.A. discuss their problems and methods, and also attend class sessions for instruction in Safety matters. Among items to be presented by Mr. Beaujon for discussion will be Lago's recent accident prevention campaign through craft meetings.

The training to be received on this trip is expected to be of considerable benefit to Mr. Beaujon in his work of helping to keep Lago's accidents to a minimum.

A familiar figure returned to Aruba early this month with the arrival of William Porter for work in the Marine Dept., where he will assist in employee relations problems. Mr. Porter was previously in Aruba from December 1937 to December, 1939 as a member of the Labor Dept. Following this he returned to his former work as a ship's officer in Standard's Fleet, then held a shore job in the New York Marine Dept. He entered the Navy early in the war; after transferring to the U.S. Maritime Commission, he specialized in training activities, eventually becoming head of a school the Commission operates on the West Coast. His final period of Government service was in public relations work before his release last month.



E.E.T. Co. Drivers Hear Lecture by Chief Brook

Drivers, checkers, and administrators of the East End Transportation Company, which furnishes bus service in the Lago area, heard a talk by Lago Police Chief Gilbert Brook February 25 at the bus company's offices.

Chief Brook stressed the duties and responsibilities drivers have in safe

Continued on Page 4

Full Blast For 5 Years Says Haley

W. J. Haley, the parent company's coordinator of foreign manufacturing, visited the plant in a two-week inspection trip that included side trips to Venezuela early this month. A number of talks he made to advisory committees and the Rotary Club featured the firm prediction that Lago would be required to operate at full capacity for the next five years.

Answering a question common in many employees' minds since the enormous production for war is no longer needed, he said the refinery will have "to run every possible barrel of oil that can be pushed through", at least to the end of 1951. Beyond that point predictions cannot yet be made.

Fundamental economics (including cost of operations) are a factor in the Company's continued progress in Aruba, since the Company is operating in a highly competitive field of industry.

The continued heavy demand on Aruba has been created by rapid and steady increase in petroleum needs on the Eastern Seaboard of the United States. Each new disturbance in the coal industry increases the demand for oil.

Going farther afield, Mr. Haley discussed recent oil developments in the Near East, where S.O. (N.J.) is now taking a more active part. The present development of the potentially enormous production there will slow down the drain on Western Hemisphere reserves, which reached serious proportions during the war.

The Company will participate in producing fields, major new pipelines, and refining facilities in the Near East, strengthening its position in world trade. In the meantime Lago will continue to be one of the kingpins in Jersey's refining organization.

FIRST COUSINS

Any good housewife knows that a reputation for good housekeeping doesn't come from an occasional extra cleaning and straightening. A house gets dirty of messy quickly, and it all has to be done over again. And over and over again. Keeping refinery oil losses down works the same way — it's a job that has to be worked at all the time.

The Committee on Losses formed 14 months ago reported progress recently, with substantial improvements shown. When the loss reduction program started, the daily losses were averaging 5,760 barrels. By the last quarter of 1946 this had dropped to 3,600 barrels lost per day, and December showed an average loss of 3,230 barrels per day.

A portion of this saving was due to changes in operating methods, reducing evaporation in tankage, and other factors beyond the control of Mr. Operating Employee. A large share of credit, however, goes to the operators and assistants, the pumpers, treaters, level-men, controlmen, and process helpers who take samples properly, who draw water from tankage the right way, who watch for and correct the little losses that add up into big ones. Big savings come from reducing little losses.

Good work has been done, but the loss figure is still high. It can be reduced further, but like good housekeeping there is no let-up: it has to be worked at all the time.

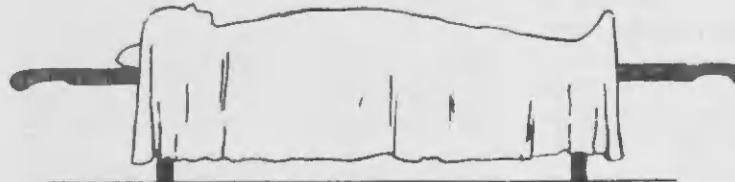
ARUBA ESSO NEWS

PUBLISHED AT ARUBA, N.W.I. BY THE
LAGO OIL & TRANSPORT CO., LTD.

The next issue of the ARUBA ESSO NEWS will be distributed
Friday, April 11. All copy must reach the editor in
the Personnel building by Friday noon, April 4.
Telephone 523

Printed by The Curaçao Courant, Curaçao, N.W.I.

He had the right of way, dead right he was,
but now he's just as dead
as if he'd been wrong.



He was a good driver.
He never had an accident before
and now he'll never have another.

These quotations from the traffic film recently shown in Aruba theaters are grim reminders of the sad fact behind so many traffic accidents — the driver can be right but still be dead, or injured, or have a smashed car. And if that happens, it doesn't seem to matter any more that he was right.

The rule on page 4 of the traffic booklet, saying he had the right of way over the driver on his left, doesn't mean much if the other fellow takes the right of way and they end up in a heap of twisted steel and shattered glass. The rule book won't untwist the steel or put the glass back together or mend broken legs or necks.

The same thing is true of the duel many drivers get into with bright lights at night. Most courteous and sensible drivers will dim their lights when they meet another car. But if the other fellow doesn't dim his in return, too many men will grit their teeth, mutter "I'll show him", and turn their own brights back on — thereby increasing by 50 per cent the chance that the two drivers may out-blind each other into colliding head-on, or running down an innocent pedestrian, or striking a parked car.

The rules of safe driving are fine, but until everybody is following them (and how can you be sure until after the smashup?) the best rule is just a seven-letter word: C-A-U-T-I-O-N.

Don't let yourself be dead right — and spoil it by being dead!

Indies Fighting Seen By Ex-Re dCross Man

Fighting in the jungle, then coming back to his base to see fighting in the streets made life during the war exciting for Juan Wix of the Marine Department.

As a member of the Curaçao Red Cross Unit, Juan was sent to Hollandia, New Guinea in December, 1944 and operated there with the Red Cross for a while. He was soon attached to the Dutch Army and acted as a first aid man accompanying troops on patrols. His unit, made up of Papoea or native soldiers would go out on reconnaissance patrols into the Jap infested Sami area to obtain information. He and another aid man, one Dutch officer, and 50 or 100 of the Papoea men would make up one of the patrols. He said that at times there would be some pretty hot brushes with the Japs but they never seemed to last very long. It seems that the soldiers got homesick at the sound of bullets, so they went home. At one time, Juan said they were given complete surgical outfits but not being doctors the aid men had little use for most of the special medical instruments.

His stays in American camps during rest periods were very enjoyable. It was from these camps and depots that most of their supplies came from. Later when he moved to Batavia, Java at the capitulation of the Japs, the Indonesian revolt had started. Conditions were very bad, with everything in a state of disorder.

The inevitable black market flourished and nearly everything was available, but at tremendous prices. Japanese invasion

Regulation Changes Made

As a result of discussions with the Employees' Advisory Committee, several regulation-changes of benefit to employees became effective last month.

Privately owned bicycles may now be used in the refinery area, for the first time since the earliest days of the plant. Necessary safety restrictions are that they may not be used on the main refinery road or cross the main road, and that they may not enter or leave by the Main Gate or the gate at the old Marine Office.

The practise of inspecting all passenger-carrying vehicles at the exit gates has been discontinued, with only occasional "spot checks" now to be made. (The rules covering passes for packages remain unchanged.)

A third change is the blowing of additional warning whistles at 6:45 a.m. and 12:45 p.m., the two times when most employees are coming to or returning to work.

money was being used and it had practically no value. Juan said that the Japs even had Australian invasion money all ready for the conquest of that country. Later Netherlands Indies Civil Administration money was issued at the rate of one Dutch guilder to 30 invasion guilders. Juan left Java in August, 1946 and arrived home in Curaçao in October. He says that even with all the trouble and disorder that was prevalent when he was there, he got to like the East Indies a lot and hopes to go back there some day when conditions are better.

Departmental Reporters

(Dots indicate that reporter has turned in a tip for this issue)

Simon Coronel	Hospital
Bipat Cnand	Storehouse
Sattaur Bacchus	Instrument
Gordon Ollivierre	Electrical
Luciano Wever	Labor
Simon Geerman	Drydock
Bernard Marquis	Receiving & Shipping
Iphil Jones	Acid & Edeleanu
Erskine Anderson	L. O. F.
Sam Viapree	Pressure Stills
Fernando Da Silva	C.T.R. & Field Shops
Bertie Viapree	T.S.D. Office
Hugo de Vries	Accounting
Pedro Odor	Powerhouse 1 & 2
Mrs. Ivy Butts	Laboratories 1 & 2
Jacinto de Kort	Laboratory 3
Henry Nassy	Lago Police
Harold Wathey	Esso & Lago Clubs
Mrs. M. A. Mongroo	Dining Halls (3)
Elsa Mackintosh	Catalytic
Elric Crichtow	Gas & Poly Plants
Alvin Texiera	M. & C. Office
Calvin Hassell	Masons & Insulators
Federico Ponson	Carpenter & Paint
Edward Larmonie	Machine Shop
Edgar Connor	Blacksmith, Boiler & Tin
Mario Harms	Pipe
Cade Abraham	Welding
Jan Oduber	Colony Commissary
John Francisco	Plant Commissary
Jose La Cruz	Laundry
Vanisha Vanterpool	Colony Service Office
Ricardo Van Blarcum	Colony Shops
Claude Bolah	Garage
Hubert Ecury	Personnel
Harold James	Sports
Edney Huckleman	Special
Samuel Rajroop	

PICTURE CREDITS: Trinidad Carnival, page 3, by Ace Studios, Port of Spain. Oranjestad carnival queen, page 3, by Samuel Rajroop.

E tabatin derecho riba caminda, y e tabatin razon, pero awor e ta mes morto cu si e no tabatin razon.

E tabata un bon chauffeur.

Nunca e no a haya desgracia promé

y nunca lo e haya un otro mas tampoco.

E frasenan aki ta for di un film di tráfico cu a wordeustrá den teatronan na Aruba recientemente y nan ta spiertamentonan tocante e motibonan di asina tanto accidentenan di tráfico — e stuurdo por ta den su derecho y toch keda morto, of heridá, of cu un auto distribui. I si esey socedé, di kico ta yudé cu e tabata den su derecho.

Un regla di tráfico ta bisa cu bo tin derecho riba esun cu ta na bo man robez, pero e regla no ke meen mucho si e otro tercio tuma derecho di caminda pé y cu tur dos ta keda den un montón di staal machicá y glas gesplinter. E buki di regla no por hací e staal net atrobe ni e no por drecha e glas, ni pega nek of pianan kibrá.

Mescos ta pasa ora chauffeurnan ta corre cu luznan bright anochi. Chauffeurnan cu tin cortesia ta dim nan luz asina cu nan contra un otro auto. Pero si e otro tambe no dim, tin masha cu ta dal nan bright back "Pa nan mustré" y di es moda ey ta aumenta cu 50 por ciento e chens cu tur dos ta corre del otro, of trapa un hende cu ta pasa of boks cu un auto parkiá.

Reglanan di tráfico sigur ta masha bon, basta tur hende ta sigui nan (y com bo por sâ, sino te despues di e boksmonto?), pero semper e mihor regla ta simplemente un palabrá di 6 letter: C-U-I-D-A-O.

Kico bo a gana cu bo tabata den bo derecho ora bo ta den graf caba?

Jan Beaujon a bai Merca Pa Reunionnan di Seguridad

Jan Beaujon, assistant supervisor di Division di Seguridad a bia dia 21 di Maart como representante di Lago na reunionnan di ingeniero- y supervisornan di Seguridad na Bayway, New Jersey y Chicago, Illinois.

Dia 24 te 27 di Maart lo e atende conferencianan di Comité General di Seguridad di Standard Oil Co. of New Jersey. Den e reunionnan aki, e participantenan lo pone hundo nan experencianan y nan sabiduria, pa beneficio di henter e organización. Cada grupo cu ta participa lo propone puntonan riba cual nan ke discuti. Sr. Beaujon lo trece adelanti den e reunionnan problemanan especial di Seguridad cu tin na Aruba.

Despues di e reunionnan na Bayway, lo e bai Chicago pa un siman di conferencianan di "National Safety Council". Aki lo tin participantenan di tur lugar na Merca cu lo discuti nan problema- y métodonan y lo atende klasnan tambe pa instrucción di asuntonan di Seguridad. Entre otro puntonan Sr. Beaujon lo presenta pa discussion Lago su campaña pa prevenir accidente.

E viahe aki lo ta di hopi beneficio pa Sr. Beaujon su trabao di yuda tene accidentenan di Lago na un mínimo.



Peacetime Production Exceeds Wartime Peaks

With production records frequently broken since V-J Day, Lago has not relaxed its all-out effort to supply the petroleum products that are just as vital to world reconstruction as they were to winning the war.

In January and again in February many new records were established in both refining and marine operations. Last month the refinery processed an average of 370,000 barrels of crude oil per day, as compared to about 300,000 barrels per day while making combat grade products at the peak of the war effort.

Marine operations during February kept pace with the refinery, with an average of 450,000 barrels per day of crude oil transported from Lake Maracaibo to Aruba or elsewhere in this area. During the same month Lago shipped out a total of 11,780,000 barrels of finished products. (This figure includes a small amount of special crude oil.)

With the harbor operating at an all-time high, crude shipments in plus finished shipments out amounted to 820,000 barrels per day.

The severest winter of many years in Europe and North America is causing great suffering. At the same time requirements of all kinds of petroleum products to restore peacetime activities are proving even greater than the demands of victory in war. Lago is again meeting the challenge.

Charts are Popular

Edney Huckleman, whose gardening successes were featured in the last issue, wants it definitely understood that at least 50 per cent of the success is creditable to his wife's attentions to the garden.

He has been having quite a flurry of interest in the charts based on moon phases, by which he plants and transplants. Following the book-publishers' popular plan, it might be a good idea if he started a professional service, maybe called Ye Olde Planter's Chart of the Month Club.

Maduro Organization Gets Navy Certificate

Well-deserved recognition for outstanding service during World War II came to S. E. L. Maduro & Sons, Inc. of Curaçao last month, in the form of a United States Navy Certificate of Achievement.

The certificate was granted especially in consideration of the efficient work of their shipping department, which during the war years cooperated closely with the Navy at Curaçao in routing and despatching the hundreds of tankers that called there en route to the war zones.

The Navy award was celebrated with a luncheon at the Hotel Americano February 15, with members of the shipping staff as guests of honor. Among those attending, in addition to Maduro officials and employees, were Curaçao Government representatives, Lago Marine Manager J. J. Woodward, the sub-director of C.P.I.M., Albert Troost, the U.S.A. Consul General and the British Vice-Consul, and a number of prominent businessmen.

Of many addresses following the luncheon, one of the most interesting was that by senior director Ch. Maduro, who took for his theme the contrast between 1905 (when Franklin D. Roosevelt visited Curaçao) and 1947. In the former year Curaçao was one of the great coaling stations of the world, and thousands of tons of coal were stored there for quick delivery, but not a ton of oil. Now, he said, there are millions of barrels of oil but it would be hard to find a ton of coal.

One of the principal addresses was made by J. W. S. Beaujon, head of the shipping group that was instrumental in winning the award for Maduros.

The firm, which is now 110 years old, has been Lago's agent in the Curaçao Territory since very early in the company's life here.

NEWS and VIEWS

While Aruba basks in its customary sunshine, the northern third of the world has been suffering in the grip of the hardest winter in many years. A sample is this picture on the "Esso Manhattan", with crewmen chopping ice as the ship lay at anchor off Staten Island, New York. They had left the heat of Puerto La Cruz, Venezuela, only six days before.

Mientras cu Aruba ta herbe den su solo di custerber, otro partman di mundo ta sufriendo un invierno di mas friew cu tabatin den hopi anja. Un ehempel ta e portret aki abordo di "Esso Manhattan", cu tripulantenan ta kap ijs for di e vapor ancerá na Staten Island, New York. Seis dia promé nan tabata den calor di Puerto La Cruz na Venezuela.



Oriental splendor danced in Port of Spain's streets again last month as all Trinidad devoted its attention to Carnival time. The picture above, contributed by Elric Crichtow, shows some of the striking results.

Splendor Oriental na ballimento den cayanan di Port of Spain, Trinidad a tuma lugar atrobe luna pasá ora cu henter Trinidad a celebra Carnaval. Manera e portret ta mustra e celebración tabata algo masha fantástico.



Na e feria cu a tuma lugar luna pasá na Oranjestad, Ana de Cuba a gana título di "Reina di Feria" y un oloshi di man cu e 18,167 votonan cu e tabatin. Otro candidatonan tabata Mislen Tarzani y Armina Vasquez. Miembronan di corte di Señorita de Cuba ta (di robez pa drecchi), Norma Marin, Sheila Habibe, Tina Croes, Teresita de Cuba y Maria Luisa Habibe. E chiquitin cu ta sintié confus cu tanto dams asina rond di dje, ta Henry Habibe. Mira mas abao na banda drecchi.

The little girl with the big greeting is Beverly Simmons, who is getting a big build-up at Universal Studios. So far she has displayed her dimples in "Frontier Gal" and "Three Kids and a Queen".

E señorita chikito aki ta Beverly Simmons, cu a hunga den "Frontier Gal" y "Three Kids and a Queen" di Universal. Cu un sonrisa atrayente a ta deseja tur hende felicidad cu Pascu Grandi.

Below, the Lago tanker "Esso Bolivar" tows the little passenger ship "Evelyn" back to safety in San Nicolas. After leaving Oranjestad, the Evelyn's engines broke down at 11 p.m. March 13, when it was within 8 miles of Curacao. It drifted in the rough seas for 15 hours before it was sighted by a K.L.M. pilot. It took four hours for the "Esso Bolivar" to tow it to San Nicolas. The "Evelyn" had nine men, two women, and two children aboard.

Aki bao, e tanker di Lago "Esso Bolivar" ta touw e barco di pasahero "Evelyn", hibé back San Nicolas. Después di a sali di Oranjestad, motornan di Evelyn a dana 11'or di anochi dia 13 di Maart, ora cu e tabata milia for di Curacao. El a keda drief riba lamar bruto 15 or largo, promé cu un piloot di K.L.M. a miré. A dura cuater ora pa "Esso Bolivar" touw e te San Nicolas. Abordo di "Evelyn" tabatin nuebe homber, dos muher y dos mucha.



"Queen for a day" is a romantic idea that recently happened to young Ana de Cuba (third from left). At the Oranjestad fair last month she amassed 18,167 votes to win the title and a wristwatch. Runners-up were Mislen Tarzani and Armina Vasquez. Miss de Cuba's court includes Norma Marin, Sheila Habibe, Tina Croes, Teresita de Cuba and Maria Luisa Habibe. The small page-boy, who would rather be doing anything else than be in this picture, is Henry Habibe



Four-Month Operators' Course Well-Received

A training course for 153 operators and assistant operators came to an end early in February, after taking the men through 12 conference sessions since October 1. Concensus of those attending was that the course was worthwhile in promoting a better understanding of administrative problems and methods in the refinery.

Subject matter of the conferences included a J.R.T. and J.I.T. review, Safety problems (supplemented by several films), disciplinary problems, a review of Company policies, and the postwar outlook for the oil industry.

Two complete sessions were devoted to discussion of oil loss reduction.

Principal leader of the sessions was Frank Roebuck, with occasional assistance from Garvice Roby, Ed Byington, and Tom Kelly. Representatives of Management were frequent attenders at the meetings, and have since indicated that similar courses are planned for the future.



Lago Ship Rescues Small Aruba-Curaçao-Bonaire Passenger Steamer

Two big oil tankers from Lago went to the assistance of a small passenger steamer disabled north of Aruba March 14 after it had drifted helplessly for nearly 15 hours. One of them, the "Esso Bolivar", took the "Evelyn" and its 13 passengers in tow, and brought them safely into San Nicolas Harbor.

The "Evelyn" left Oranjestad at 10:30 a.m. March 13, bound for Curaçao. Engine trouble developed during the afternoon, but by 5 p.m. it was repaired and they went on until 11 p.m., when the engine broke down again. They were then only 8 miles from the west point of Curaçao.

With wind and sea unusually high, they drifted all night; they had no radio to signal distress, and fortunately were not in a line to be wrecked on Aruba's rocky northeast coast.

They were sighted by the crew of a K.L.M. plane next morning, which reported their apparent trouble to Curaçao. The Curaçao harbormaster requested Lago to send a tug, but the Company's Marine Department elected to use a tanker instead, because it would be faster and because the sea was so rough.

The "Esso Bolivar", fully loaded and ready to sail to New York, was dispatched to stand by until the slower lake tanker "Quiriquire", sailing at the same time, could arrive. The "Bolivar" took the ship in tow, radioed for instructions, and it was left to Captain A. W. Ray's judgment whether he should bring in the "Evelyn" or turn it over to the smaller Lago ship. He elected to keep the tow himself, probably because of the high sea that was running. A four-hour tow, with the "Evelyn" rolling on its beamends, brought the ships to San Nicolas, where the tug "Captain Rodger" towed the little ship to safety at a Lago pier.

The hazards of the sea are an old story to the "Esso Bolivar", which during the war went through a three-hour attack by a German submarine with shellfire and torpedoes, and survived to finish out the war with honors.

SAFETY PAYS
Seguridad ta lo Miho

La Fama Receives Cup As Competition Winners

With champagne toasts drunk from it by the winners, the Aruba Trading Junior League Football Cup was presented to the La Fama Football Club, series winners, at the close of the presentation match against the "Rest" at Lago Heights Field March 8. The "Rest" won the match 4-2 against some stiff competition by the La Fama boys.

The cup was received by Jose Kock, captain of the La Fama team, and was presented by W. Martin of the Aruba Trading Company, who made a short speech. After the ceremony the team and guests went to the Lago Club for a celebration party.

Other speakers were J. Kock for the La Fama team, G. Permaul for the Competition Committee, and C. R. A. Bishop.

Gathered after the presentation of the Aruba Trading Company Cup to the La Fama team is the competition committee, the Aruba Trading representative, and team members. Left to right, O. Nascimento (committee), E. Kock (La Fama mgr.), W. Martin who presented the Cup for Aruba Trading, J. Kock (La Fama capt.), G. Permaul, D. Viapree, I. Gordijk, and K. Joseph, all of the committee.

Artraco Upsets Ramblers In Sport Park Shut-Out



ARTRACO: Conquerors of the Ramblers. Back row at left, Francisco Rodriguez, Valentine Laveist, Ralph Walker, Adolph Wilson, Polo Laveist and William van Heyningen. In front, Ramon Hazel, Victor Hodge, Henriquez Hazel, Carlos Buntin and Longun Wilson.

Artraco rose up and smote the 'til-then unblemished record of the Ramblers a mighty blow March 2 when they proceeded to polish them off to the tune of a 2-0 shut-out at the Sport Park. The Ramblers lost their undefeated record as a result of some fancy base running by the Artraco boys who saw their chance and made the most of it when the time came.

At the outset neither team was able to score or even pull in a scratch hit. It was three up and three down until the last half of the third when Spitzer, Ramblor second sacker, wallop out a double but died later on third when no one could

help him home.

Artraco was helpless until the beginning of the seventh inning when they got hot and decided to score. Rodriguez reached first on an error, stole second, and scored from second on a single by Longun Wilson. Longun reached second on a passed ball and then stole third. The clincher was neatly applied with a fast hit and run play which brought Longun home from third and put the game on ice.

From the seventh on, the Ramblers' efforts were to no avail and Artraco's pitcher, Laveist, was never in serious difficulty.

RAMBLERS: Top team in the present baseball series. In back at left, Grover Barnes (manager), Rick Brandes, Walt Spitzer, Socks Stiehl and Bill Eagan. In front, Joe Proterra, Ray Ebbets, Shel Jones, Wes Walker, Pete Leonard and Reede Holly. Sitting in front of the team is batboy Bobbie Griffin.



DRIVERS

From page 1

operation of their buses, and in courtesy, cooperativeness, and general service to their thousands of passengers. He explained the recently-started system of having only "spot checks" of passenger vehicles, and appealed for their cooperation in observing Company regulations.

The talk was supplemented by the showing of two films provided by the Company, "Defensive Driving" and "Pilots of the Highway". Mr. Brook also distributed National Safety Council cards on "How good a driver are you?", and the "Traffic in Aruba" booklet recently published by the Company.

As a further aid for its drivers, the E.E.T. Co. recently provided each with a ticket for the Metro-Goldwyn-Mayer safe-driving film, "Traffic with the Devil".

WANTED	FOR SALE	EXCHANGE
Wanted:	To buy, roofing paper, any amount.	Box 5
For Sale:	Girl's bicycle, three-quarter size, good condition.	Box 6
For Sale:	Complete set Community silverware. Initiated "W".	Box 7
For Sale:	2 Handmade crocheted bedspreads. Handmade crocheted shopping bags.	Box 8
For Sale:	Selmar Reed Clarinet.	Box 9
For Sale:	1940 Pontiac business coupe, excellent condition.	Box 10
Se Necesita:	Panel pa cubri dak. Cualquier cantidad.	Box 5
Fa Bende:	Bicicleta pa mucha-muher di mas o menos 10 anja. Bon condición.	Box 6
Fa Bende:	Set completo di cubierto di plata. Cu letter "W" grabá riba nan.	Box 7
Fa Bende:	2 Sobrecama gehaak y tas pa cumpra cos gehaak. Trabao di man.	Box 8
Fa Bende:	Un clarinet Selmar Reed.	Box 9

Baseball Schedule

March 23	Venezuela vs Ramblers	10:00 a.m.
	Pepsi vs San Lucas	2:00 p.m.
March 30	San Lucas vs Artraco	10:00 a.m.
	Pepsi vs Cerveceria	2:00 p.m.
April 6	Dodgers vs Artraco	10:00 a.m.
	Cerveceria vs Ramblers	2:00 p.m.
April 13	Venezuela vs Pepsi	10:00 a.m.
	San Lucas vs Dodgers	2:00 p.m.
April 20	Venezuela vs Artraco	2:00 p.m.

BASEBALL SCORES

February 23	Ramblers	9
	Pepsi	1
	San Lucas	7
	Venezuela	0
March 2	Artraco	2
	Ramblers	0
	San Lucas	5
	Cerveceria	2
March 9	Dodgers	1
	Pepsi	1
	Venezuela	6
	Cerveceria	3

TEAM STANDINGS

TEAM	WON	LOST	AV'GE
Ramblers	8	1	.888
San Lucas	6	3	.666
Cerveceria	4	5	.555
Artraco	4	4	.500
Dodgers	4	4	.500
Pepsi	2	7	.222
Venezuela	1	7	.125

SCHEDULE OF PAYDAYS

Semi-Monthly Payroll	
March 1-15	Monday, March 24
March 16-31	Thursday, April 10
	Monthly Payroll
March 1-31	Friday, April 11



UNDERGROUND

(From p. 1.)

bered sections, and they kept these under the seats of their bicycles. Whenever they saw anti-aircraft guns or other defense installations they would mark the exact location on their maps and pass them along, usually through Veenendaal, to the British captain, who would radio the information to England. Several times during his stay the captain returned to England and then came back to Lunteren. A small plane would drop out of a big group of bomber planes and land



Little Miss Veenendaal helped defeat the Nazis with a fake case of diphtheria. (See page 1).

on a pasture where Underground men signalled with flashlights. Later he would be returned to Lunteren in the same way. At one time the captain knocked on the door of the house where he was currently staying, and the door was opened by one of two German soldiers in the room. He nodded to them and then passed on into the back of the house. The Germans had just moved in, and thought the captain belonged in the household.

Late in the war the Nazis were busily constructing defense works along the Ysel in the East of Holland, and they called up all men up to the age of 50 for labor gangs. When none came forth from the Lunteren district, the German Commandant prepared big posters announcing that the village would be evacuated if the men didn't volunteer. The notices were put up during the late afternoon; that night Veenendaal went round and took them all down, replacing them with another notice prepared by the Underground group, saying that until further notice no one had to report. The Germans eventually did get some workmen from the district, but not by posting notices.

On September 17, 1944, Lunteren was in the center of one of the most tragic incidents of the war. That day, in the greatest mass parachute attack ever attempted, 6,000 Canadian and British troops parachuted into the district with orders to fight their way south to meet Montgomery's army below Arnhem. Five days later 4,500 of them had been killed or captured; plans had gone wrong and the two armies failed to join up.

Of those who survived the losing battle and returned to the Allied lines, 160 were saved by the Lunteren villagers. One hundred and sixty men were hidden in attics, chicken coops, and any place else that a man could curl up; with food already scarce, they had to be fed; with clothing equally scarce, they had to be provided with Dutch clothing when they began their escape. Over a period of many days the parachutists were moved by the Underground, a few at a time, 20 miles south and across the Rhine into safety.

At the same time thousands of refugees had come into the district from Arnhem, which had been wrecked in the battle, and they had to be provided for. One great shortage was blankets, and Veenendaal knew that the Commandant had a storehouse full of them. He also knew that every Saturday afternoon the

Commandant went to headquarters some distance away, leaving a sergeant and a few soldiers in charge. For a resistance group it was a simple matter to create a disturbance in front of the building while hundreds of blankets were taken out the back of the building. They were delivered to the public nurse, who could distribute them to the neediest people, apparently legally.

It was impossible to take the active part he did in resistance activities without suspicion eventually hanging over him. By November of 1944 he knew his time had come, and on short notice he and his wife and daughter had to disappear, hiding out the rest of the war in a game warden's lodge somewhere in the district. Just a half hour after they left the house, there were German soldiers there looking for him.

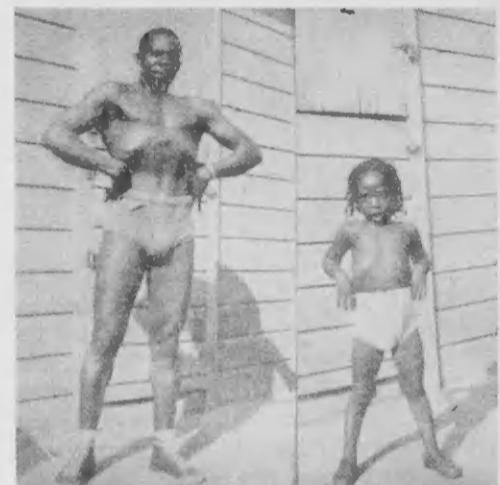
From then until liberation in April, 1945 he had to decrease his resistance activities, though he still carried on some, wearing a dress of his wife's whenever he went out of doors. In April, when the Canadians arrived, the members of the Underground group that were left acted as guides for the tanks, and for a time Aart Veenendaal served as "file-leader" of the Interior Military Forces of the Netherlands.

When the Veenendaals returned to their home they learned that everything they owned had been confiscated by the Germans.



Don't try to tell George Asregadoo of the Hydroponics garden that all tomatoes are round, because he can prove that they aren't. These two examples of off-the-beam tomato growth were found on the vines at the garden just before they got ripe. They might look a little odd sliced in a salad.

We promise that this will be the last strong-man picture for a while, but this one has a different twist: Joe (Long gun) Wilson of the Drydock, popular local pugilist, is in training again. But with him this time is the future slugger, Joe junior. Young Joe is starting his training for coming fights at the tender age of four years and with the amount of training he will have by the time of his first fight he should be able to take on all comers.



The new airport building at Hato Field, Curaçao, on which construction was started in January, 1945, was inaugurated March 1. Among those at the appropriate ceremonies was K.L.M.'s director-general, who had come from Holland especially for the opening.

In size, facilities, and luxurious appointments, the station excels most big-city airport buildings in the U.S.A., and can make a strong bid as the "hub" of travel between the Americas.



E Dori Encantá

Hopi tempo pasá tabatin un rey cu hopi jioe-muher bunita, pero esun di mas chikito tabata asina bunita, cu solo mes tabata keda asombrá ki ora cu e lusa su cara. Semper e prinses tabata hunga den hoffi cu un bala di oro, pero un dia e bala a slip for di su man, rola cai den un poz bieuw hundo.

E prinses tabata yora masha y el a tende un boz bisa: "Princesita, pakico bo ta jora?" Ora cu el a mira rond, e prinses a weita un dori den e poz. El a conta e dori kico a pasé y e dori di: "No jora mas; mi por juda bo, pero kico lo bo duna mi si mi trece bo bala di oro pa bo?" "Mi shiminan, mi perla- y mi diamantanan", e prinses a contesta, "hasta e corona di oro cu mi tin bisti lo mi duna bo cu gusto." E dori a contesta: "Mi no ke ningun di e cosnan ey. Mi ke ta bo amigo y compañero den bo weganan, mi ke come den bo tayo di oro y mi ke bebe for di bo beker di oro y mi ke drumi riba bo cama di seda." Ora cu e prinses a primintié esaki, a dori a sambyá y despues di un rato el a bolbe cu e bala di oro. E prinses a corre bai cuné, sin pensa mas 'riba e dori ni riba su promesa.

Pa su mayan e prinses tabata sintá na mesa cu rey y net ora cu el a cuminza come den su tayo di oro, nan a tende batimento na porta y un stem di: "Princes di mas chikito, habri pa mi". E prinses a bai habri porta, pero ora el a mira

The Enchanted Frog

Once there was a king who had many beautiful daughters, but the youngest was so beautiful, that even the sun was amazed every time it shone on her face. The princess always played in the garden with a golden ball, but one day it slipped from her hands and rolled down into a deep old well. The princess was crying bitterly when she heard a voice saying: "Little princess, what makes you cry so much?" Looking around she saw the head of a frog in the water of the well. When the princess told him about her golden ball, the frog said: "Dry your tears. I can help you, but what will you give me in return, if I get you your golden ball?" "My dresses, my pearls and precious stones", said the princess, "even the golden crown I am wearing I would gladly give you, dear frog". The frog answered: "I don't want any of that. All I want is to be your friend and companion in your play, to eat from your golden dish and drink from your golden cup, and to sleep in your silk bed". When the princess had made the promise, the frog went down into the well and soon



he came back up with her golden ball. The princess ran away happily with her ball, forgetting all about the frog and the promise she had made to him.

The next day she was sitting at the table with the king and just when she started eating from her golden dish, someone knocked at the door and a voice said: "Youngest daughter of the king, open up". The princess opened the door, but when she saw the ugly frog she closed it quickly and ran back to the table. The king asked who was there. "Just an old frog", the princess said and when the king asked what the frog wanted from her, she told him about the promise she had made. Just then the frog knocked for the second time and asked: "Little princess, don't you remember the promise you made by the old well?" Then the king spoke: "You must keep your promise" and the princess went and opened the door, upon which the frog came into the room, jumped on the chair, from there on the table and started eating from the princess' golden dish and he also drank from her golden cup. Then he said he was tired and that he wished to be taken up to the princess' room. The princess started crying; she didn't like the idea at all, but her father reminded her that the frog had helped her when she needed him. She took the frog to her room and put him in a corner, and lay in the bed herself. The frog said: "Lift me up; I want to sleep in your silk bed, too". Then the princess got into a temper and said: "There, you dirty old frog. Now you'll leave me alone", and with these words she flung the frog against the floor with all her strength. But when it hit the floor, the frog changed into a very handsome prince, who told the princess that he had been enchanted by a witch. Since the princess was the one to break the enchantment, she would be his bride.

The king gave a marvellous wedding to his youngest daughter. In a golden carriage, followed by many others laden with riches, the prince and the princess set out for their own palace, where they lived together for many happy years.

ESSO - News

Resumption of refining operations in Sumatra is contingent upon the re-entry and inspection of the producing fields, according to E. N. Leibacher, general manager of Nederlandsche Koloniale Petroleum Maatschappij, East Indies affiliate of Standard-Vacuum Oil Company.

Mr. Leibacher has arrived at The Hague, The Netherlands, en route to Batavia, Java, after a two month's visit to the United States.

As the first step toward the rehabilitation of the fields, Mr. Leibacher expressed the hope that production technicians of N.K.P.M. will soon be able to visit the company's South Sumatra fields. Before the war these fields fed the company's 45,000 barrel-per-day Soeneng Gerong Refinery near Palembang. Thus far company representatives have been unable to inspect the oil fields to determine their condition after having been in Japanese hands during the war.

Rehabilitation of the refinery has already begun, Mr. Leibacher said. The plant suffered major damage when it was blown up in February 1942 by the Netherland military authorities.

Merrill Stuckey, general manager of the Iraq Petroleum Company who died January 30 at Haifa, Palestine, was buried at sea off the Haifa coast in accordance with his request. Mr. Stuckey had been employed by affiliates of Standard Oil Company (New Jersey) since 1913. When asked to serve in Iraq he was general manager of the Andean Company in Colombia.

Under Mr. Stuckey's direction the pipeline from Kirkuk, Iraq, to Haifa was constructed. The work was started in 1932 and before the end of 1934 crude was running through the line. During World War II the pipeline system was vital in supplying Allied forces with needed petroleum products.

Commodore Warner Norton Grubb, U. S. N. R., Jersey Standard foreign marketing area adviser for Northern Europe, died in New York on February 13 after a long illness. He had been an oilman for more than 25 years.

During World War II, Commodore Grubb was responsible for the organization and maintenance of naval petroleum supply operations in the European theatre. He was also instrumental in perfecting communications security measures for tankers to avoid leakage to the enemy. For his service he was awarded the Legion of Merit.

After 15 months of operation during which more than 10,000 veterans were interviewed for employment possibilities, the Esso Veterans' Center in New York was discontinued February 28.

The center, staffed by interviewers who themselves are veterans, was created to help find employment with the Standard Oil Company of New Jersey and with other organizations for veterans not formerly employees of the Company. Permanent jobs were found hundreds of veterans, and thousands b-blv were helped indirectly to secure the counsel given them by the staff.

An announcement was made March 2 that Standard Oil Company (New Jersey) and Socony-Vacuum Oil Company, Inc., will terminate by the end of 1948 the agreement under which these two companies have jointly provided aviation products and services throughout the world outside of the United States.

During this time, facilities and services will be absorbed by marketing affiliates of either of the two parent companies who thereafter will conduct aviation business independently. There will be no interruption of the service now being provided throughout the world.

During the war Intava supplied aviation oil products to the U.S. Air Transport Command and to other Allied air services, and established and maintained fueling and servicing depots which were of major service to the war effort.

Caco-scondí Cu Fusiladornan!

Aart Veenendaal di Policia Civil tin tres cos cu ta tuma tur su atencion: tráfico, su familia y su cas. No mucho tempo pasé y tabatin algo mas, cu tin baha tabata tuma mayor parti di su atencion. E tabata un miembro activo di Underground Holandes y loque e ta conta ta duna un idea com Underground a haci su trabao peligroso y importante.

Na principio, Meneer Veenendaal no tabata ke conta di su experienciaan pa publicación den Esso News. E ta sumamente modesto en cuanto a trabao anti-Nazi cu el a haci; porfin el a tuma aden di laga publicá esaki cu condicion cu lo worde splicá cu storia no ta over di dje só, pero solamente over di un pieza chikito di e machin inmenso di Underground. Pues, aunque esaki ta su storia, e ta típico di loque hopi ottronan a haci den henter Holanda.

Como polies den e pueblo di Lunteren, Aart Veenendaal tabata den un bon posicion pa e ser un miembro valuable di Underground. Su job tabata duné mas libertad cu cualquier otro ciudadano pa bai unda cu ta, e por tabata riba caya legalmente despues cu tur otro hendenan mester tabata p'aden, y algun bez e tabatin información util cu otro ciudadanonan no por a haya. E tabata forma parti di un grupo di Underground di 30 homber y el a haci bon uso di tur su privilegionan pa e molestia Alemannan. Di e 30 hombernan den e grupo, Alemannan a cohe y tira ocho y Veenendaal mes a scapa pa wovo di angúa. Mescos cu tur otro miembro di Underground, e tabata hunga caco-scondí cu fusiladornan continuamente.

Durante algun siman el a tene den su cas aviadornan Ingles cu a worde tirá den e distrito, y despues el a yuda nan hui pa via di Underground pa nan yega Inglaterra. (E tin cartanan di gratitud cu el a recibi de mayornan y señoranan di e hombernan aki.) Un baha tabatin un aviador heridá den su cas, scondí den un lugar especial entre plafond y dak di nan cas. Alemannan a cuminda bira sospechoso ora dokter tabata bishitá ey tur dia y p'esej Veenendaal-nan a mara un lenso rond di garganta di nan jioe y nan di cu ta difteria y dokter a pone un borchi cu tabata bisa cu tin enfermedad contagioso den e cas ey.

Na mediados di 1943 Alemannan a lamta un kamp pa Holandesnan cu tabata pa partida Aleman worde getrain pa nan sirbi como polies pa Alemannan. Underground a comunicá Inglaterra unda e kamp tabata y un Diadomingo mainta e kamp a worde bombardiá y kimá henteramente.

Durante bombardamento, un piloto Americano Robert Greene a worde tirá y diferente partidaronan di Alemannan a corre bai hora revolver, oloshi y tur otro cos di balor na cadaver di e piloto. Mas laat Veenendaal a tuma e plachinan y papelnan di identificación di e piloto. E hendenan di Lunteren a laga traha un bunita caha di roble pé, aunque nan mes mortonan mester a worde derrá sin caha pa via di scarsedad di palo. Nan a traha tambe un cruz cu su number y number ariba; nan a trece hopi flornan y tur hende a bai deré y domi a haci tur ceremonia. Tur esaki, como muestra di oposición y pa mostra cu kende nan tabata simpatizá, tabata haci cu gran risco di represalia di Alemannan. Hasta tabatin un sakador di portret scondí den un mata sa kaka portret di tur loque a pasa.

Despues di liberación nan a duna e portretnan, number y number di e piloto na un grupo Americano cu tabatin di entende cu grafnan di nan soldánan. Veenendaal a identificá e traideronan cu a hora e cosnan for di e cadaver y e mes hombernan ey mester a coba e graf y transportá e cadaver na un cementerio militar pa aya e worde derá di nobo.

Durante un periodo di guerra un capitán di Ehército Ingles a biba na Lunteren casi un anja comunicando cu Inglaterra pa medio di su radio continuamente. Na miembran di Underground e tabata duna mapanan chikito di dos duim, cada un di un parti di e distrito; esaki nan tabata sconde bao di silla di nan bicicleta y ki ora cu nan mira cañonnan anti-aéreo, of cualquier otro instalación di defensa, nan tabata marka e lugar precies riba e mapanan y generalmente Veenendaal ta-

DEATHS

Ralph J. Andrews, a visiting representative of the Wilson-Carbon Company, died here March 3 after a very brief illness. Internment was to be in the United States.

Friends of Compton de Caires (T.S.D.) were shocked March 2 to learn of his disappearance and probable death. His towel and sunglasses were found on the north shore a short distance from the surf-bathing cove. Up to now an intensive search of the area has failed to reveal any other trace of him.

Guy Rasberry, office supervisor at the Executive Office, died March 10 in New York, at the age of 47. He had been with the Company since September 12, 1929, joining the Lago Petroleum Corporation at Maracaibo. He was transferred to Aruba December 10, 1931, and had continuous service here since that date. He is survived by his wife.

Material Scars Ta Dilatá Cabamento di Casnan

E 67 casnan cu Home Building Foundation ta trahando pa nort di Sport Park ta casi clá, pero lo tarda algun luna ainda promé cu por caba cu nan henteramente, pasobra materialnan necesario ta tarda pa bini di Merca. Ta casi imposibel pa haya articulonan pa cushiona y baño den scarsedad mundial di material pa traha cas, y lo no ta posibel pa caha e casnan sino te ora cu haya esakinan y otro materialnan necesario.

Tur e casnan ta comprometí caba, pa empleandonan di Lago cu ta riba lista di Home Building Foundation y nan lo worde bendí unbez, asina cu nan ta clá.

Benedicts Nose Out Bachelors In Lago Heights Classic

One of the greatest sporting events in recent years, well days maybe, was the epic conflict between the Bachelors and the Benedicts March 4 at Lago Heights Field.

The Benedicts squeezed out a 2—1 win over the Bachelors (with the very able assistance of referee Noel Vieira). After several attempts to kick the ball, Dick Sibilo had to leave the game without ever once offending. The services of Manuel Balanco were evidently to be saved for a much more important contest, for he left after only six minutes of play. Touching concern for the players' welfare was felt by referee Vieira who at one point halted the proceedings so that the boys might have a refreshing drink from the bottle he was carrying. One of the features of the game was the astounding footwork of Slappy Arrias. When hostilities ceased both teams repaired to the Lago Club for further refreshments with the Bachelors vowing that this would never happen to them again.



BACHELORS (above) Back row, Van Bochoven, Nobriga, Khan, Bruce, Liburd, Sibilo, and Leyser. In front, Wong, MacDonald, Kampvereen, referee Vieira (the Caveman). **BENEDICTS** (below) Back row, Permaul, Naar, Bishop, Arrias, Werleman, and Balanco. In front, the Caveman again, Edwards, Kalloo, da Silva, Geerman, de Vries.

NEW ARRIVALS

- A daughter, Reynilda Julianana, to Mr. and Mrs. René Lo, February 17.
- A daughter, Princess Virginia, to Mr. and Mrs. Conrad Simon, February 17.
- A daughter, Alicia Ophilia, to Mr. and Mrs. Herbert Warner, February 17.
- A son, Rudolf, to Mr. and Mrs. Orlando Croes, February 19.
- A daughter, Leoncita Magdalena, to Mr. and Mrs. Domingo Maduro, February 20.
- A son, David Raymond, to Mr. and Mrs. Raymond Ebbets, February 21.
- A son, William Desmond, to Mr. and Mrs. James Stanley, February 22.
- A son, Mathias Modesto, to Mr. and Mrs. Marco Maduro, February 23.
- A son, Lennox Hilford, to Mr. and Mrs. Lin Royer, February 24.
- A son, Erwin Jacques, to Mr. and Mrs. Jacques Siem, February 24.
- A daughter, Maureen Patricia, to Mr. and Mrs. John Da Costa, February 25.
- A daughter, Evelyn Iona, to Mr. and Mrs. Charles Hughes, February 26.
- A son, James Stanley, to Mr. and Mrs. James Gumbis, February 28.
- A daughter, Maximina Raquel, to Mr. and Mrs. Querubin Wolter, March 1.
- A son, Selwyn Gregory, to Mr. and Mrs. Dennis Dolland, March 4.
- A son, Hubert Oscar, to Mr. and Mrs. Adolphus Moses, March 5.
- A daughter, Raquel Marieta, to Mr. and Mrs. Bernadino Laydens, March 5.
- A daughter, Cassandra Mercedes, to Mr. and Mrs. Randolph Bryson, March 6.
- A son, Fernando Rudolf, to Mr. and Mrs. Fernando Kock, March 6.
- A son, Chester Warren, to Mr. and Mrs. David Vlaun, March 6.
- A daughter, Ingrid, to Mr. and Mrs. Hendrik Van der Kuyp, March 8.
- A son, Benedicto Inocencio, to Mr. and Mrs. Jose Wever, March 8.
- A son, Tobias Allen, to Mr. and Mrs. J. M. Whiteley, March 9.
- A daughter, to Mr. and Mrs. Fred Marshall, March 9.
- A son, to Mr. and Mrs. Julio Croes, March 10.

Desde e dia ey te ora di liberación na April, 1945 e mester a mengua su actividadan di resistencia, aunque ainda e tabata haci algo di bez en cuando, bisti cu pañanan di su señora tur baha cu e sali. Na April ora Canadesnan a yega, miembran di e grupo di Underground cu tabata ey ainda a sirbi di guia pa e tankinan, y pa algun tempo Aart Veenendaal a sirbi den Fuerza Militar Interior di Holanda.

Ora cu nan a bolbe nan cas, nan a haya sá cu Alemannan a confiscá tur loque nan tabatin.